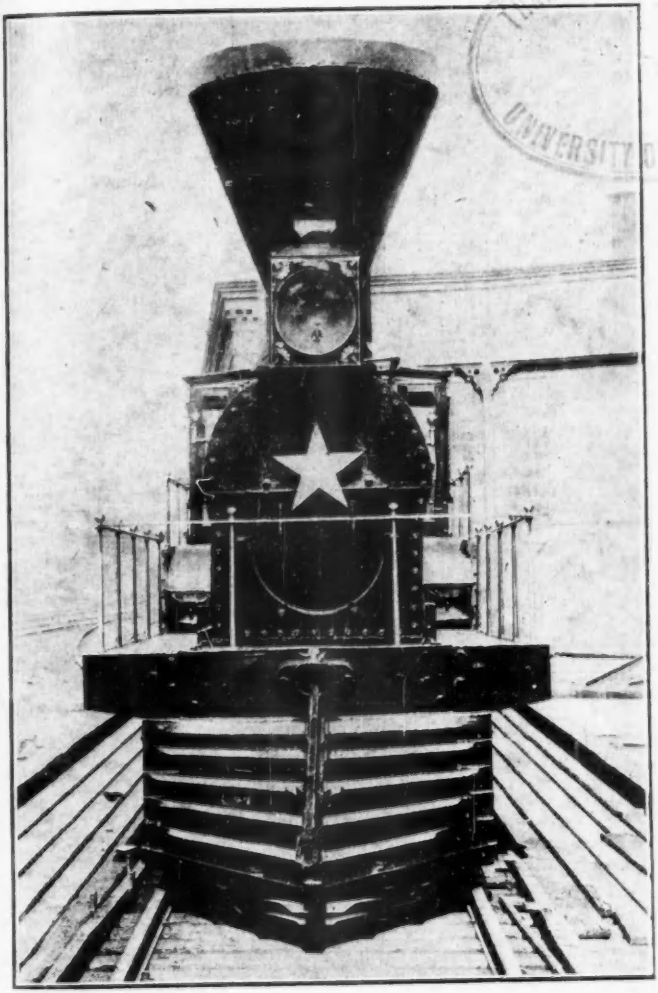
BULLETIN No. 4



THE RAILWAY AND LOCOMOTIVE
HISTORICAL SOCIETY

THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY

Boston Old Depots

By Warren Jacobs.

To the modern generation, familiar with the big North and South stations in Boston, it will doubtless be a surprise to them to learn that up to the year 1894, Boston had eight railroad stations four on the North side of the city and four on the South side, and all or nearly all were not only fine specimens of architecture, but were exceedingly well placed to the business, shopping, theatre and hotel districts of the city.

The four stations on the North side of Boston were the Boston and Maine in Hay-market square, in a commanding position at the head of Washington Street and on the site of the present Boston Relief Hospital, and the Fitchburg, Eastern and Boston and Lowell depots on causeway St.

The stations on the south side of the city were the Old Colony and Boston and Albany on Kneeland St. the Boston

The Old Haymarket Square Depot

and Providence in Park Square, and the New York and New England at the foot of Summer St. on the exact site occupied today by the South Station.

The oldest of all these stations was the Boston and Maine in Haymarket Square which was opened July, 1845. The origin

of the big Boston & Maine system of to-day was a small road from Andover to Wilmington known as the Wilmington and Andover R. R. and opened for traffic August 8, 1836, the tracks of the Boston and Lowell R. R. being used between Wilmington and Boston. This little road had a number of changes and became the Boston and Maine on January 1, 1842. Owing to friction with the Boston & Lowell R. R. over the use of the latter's tracks, in March 1844 the Boston and Maine built its own line into Haymarket Square Boston, through the towns of Reading, Malden, Somerville and Charleston. The Haymarket Square Station had a most imposing front and a large clock facing Washington St. Inside were two tracks, one for outward and the other for inward trains. The station was remodeled as to its interior arrangements several times but its outline was practically the same in 1894 when it was abandoned, as the day it was built. The Boston and Maine R. R. crossed Causeway St. at grade, and this grade crossing was in existence up to the time of the opening of the North Station. The crossing was well protected by heavy lattice work gates which were opened and shut by the crossing tender and worked about the same as a heavy door to a large building, not the familiar "lift" type of the present time.

The Fitchburg Depot on Causeway Street is still standing and is used by the Boston and Maine R. R. today as an office building. This station was opened for traffic August 9 1848, although construction was commenced in 1847. The following is the notice of the opening of the Fitchburg depot taken from the "Boston Advertiser" of that date.

FITCHBURG RAILROAD.

On and after Wednesday August 9th 1848, the usual Passenger Train will leave the New Station in Boston. Charlestown passengers who desire it will be taken and left at the crossing at Prison Point Bridge.

S. M. FELTON, Supt.

The Fitchburg station was built entirely of Fitchburg granite and was at that time the largest and most imposing building in Boston. Even today, its massive construction which will last for all time, appeals to the beholder. The building was so large that at first the upper hall was not used for railroad purposes, but was leased for various social affairs, and in this great hall, the largest in Boston at that time, Jennie Lind, the world famous singer, gave her concerts in October 1850 before the largest audience ever gathered under one

roof in New England. The Fitchburg depot also had two tracks, one for outward and one for inward train movements, and in later years there was a third track outside for trains from the Watertown Branch. This station was also abandoned for Passenger trains with the opening of the North Station.

The Eastern Railroad depot stood on Causeway Street facing Friend Street. The first station of the Eastern R. R. Causeway Street was opened April 10, 1854 and burned June 21, 1862. Another station was then built which lasted until 1893, when it was torn down to make room for the present North station. The Eastern depot, like the others, had but two tracks but later another was added for the Sangus Branch trains. The Eastern depot had a clock tower facing Friend Street and the sign "Eastern Railroad" on the front. It was not as imposing a structure as either the Haymarket Square or Fitchburg depots. The Eastern R. R. was opened between East Boston and Salem August 27, 1838 connecting by ferry from Boston. It was extended to Newberryport June 17, 1840 and to Portsmouth November 9, 1840. It remained an independent road until 1884 when it was leased to the Boston and Maine R. R. and became the Eastern Division of that road.

The Boston and Lowell depot which now forms a part of the present North Station was opened in December 1873. It also was built on the site of a still older station of the same road. At that time it was the largest and finest station in Boston, if not in the country, and its beautiful massive arched train shed, has only recently been removed. It was built under the administration of General Stark and was known for a number of years as "Starks Folly" on account of its great size. The directors also came in for criticism, not only on account of its size and beauty, but because of its expense. Time has shown, however, that they builded wisely. The Boston and Lowell depot is the only one of Boston's former depots that is in use as a passenger station today. Its upper stories are also used as offices by the Boston and Maine Railroad. The Boston & Lowell was one of the three original roads out of Boston, the other two being the Boston & Providence and the Boston and Worcester, all three being entirely completed in 1835. The first station of the Boston & Lowell was a small building at the corner of Leverett and Brighton Streets Boston. One of the old Station Masters in the Boston & Lowell depot was General Michael T. Donohoe, who was formerly a conductor on the road. He entered the Army in the Civil War with the Third New Hampshire Infantry and was a Brevet Brigadier General at the close of the war. He was connected with the Boston &

KNEELAND STREET STATION, BOSTON, OLD COLONY R. R.

Lowell road for many years. The Boston & Lowell road was leased to the Boston & Maine in 1887. It was first known as the Lowell System of the Boston & Maine, but later became the Southern Division, by which name it is known today.

The Old Colony Depot on Kneeland Street at the corner of South Street was opened May 19th 1847, and the Old Colony R. R. itself was opened for traffic from Boston to Plymouth November 10, 1845. For a short time after the road was opened trains left from a temporary station in South Boston, near the site of the house of Engine Co. 15 on Dorchester Ave. Then arrangements were made for a use of part of the Boston and Worcester depot at Lincoln and Beach Streets Boston, and this station was used up to the time the Old Colony Depot was finished. The Old Colony depot was in use until Jan. 1, 1899, when the South Station was opened. The Fall River Line boat train left from the station from the day it was opened until June 16, 1890 when it was transferred to the Park Square Station. In 1867 the Old Colony Depot was extensively remodeled, the work being done by G. J. F. Bryant, a noted Architect of that time and son of Gridley Bryant who built the Granite Railway—first in America—the clock tower and the large clock facing South Street were added to the Old Colony Depot at that time.

The Boston & Albany R. R. depot on Kneeland St. was opened September 5, 1881. It was considered a very large and beautiful station at that time and replaced an older station at the corner of Albany and Beach Streets which had been in use since Nov. 7, 1836. The Boston & Albany depot had a very famous train caller, Henry Williams, who had a magnificient voice, and many times people would take seats in the waiting room just to hear him call the trains. William Dean Howells the noted author who died a few years ago, once wrote a little sketch called the "Albany Station" in which he told at length about Henry Williams calling the trains and whose voice could be heard all over the waiting room when he called out—"Cars ready for South Framingham, Worcester, Springfield etc. The Boston and Worcester Railroad which later became the Boston and Albany R. R. was the first railroad out of Boston being opened to Newton April 16, 1834. The following account of the opening is taken from the "Boston Advertiser and Patriot" for that day. "About a hundred and twenty ladies and gentlemen made an excursion to Newton yesterday afternoon on the Worcester Rail Road in six cars. On the return passage the nine miles were traveled in twenty eight and a half minutes making an average speed of 19 miles an hour, from the starting

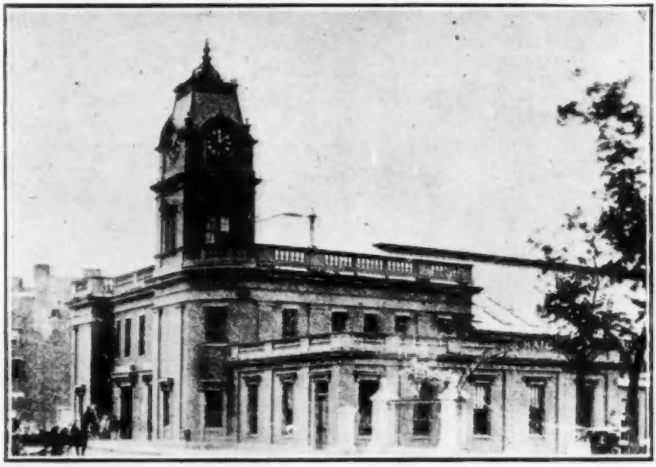
at Newton to Tremont Street. The cars will begin to run regularly from this day (April 16, 1834) making two trips to Newton and back at 10 A. M. and 3½ P. M. Each trip including the stay at Newton will occupy about an hour and three quarters". The first station of the road in Boston, and therefore the first railroad station in Boston was located on Washington Street at the corner of Indiana Place, now known as Corning Street, the depot running through to Tremont Street. This station was used until the opening of the depot on Beach Street, as will be seen from the following notice in the "Boston Advertiser".

South Cove Depot
Boston and Worcester Rail Road.

On and after Monday Nov. 7, 1836 the Passenger Cars will start from the new brick building at the corner of Beach and Lincoln streets at the usual hours viz. 7 A. M. and 3 P. M. and proceed without stopping at the old depot on Washington Street.

J. F. CURTIS, SUPT.

The Boston and Worcester became the Boston and Albany in 1867 by a consideration of the Boston and Worcester and Western roads, the latter extending from Worcester to Albany.



Old Station, Boston & Providence R. R. Boston, Mass.

The old Beach Street station was in use until 1881 when the Boston and Albany road opened their new depot on Kneeland Street. This depot was abandoned for passenger trains July 23, 1899 the Boston and Albany trains entering the South Station on that day.

The Boston and Providence R. R. depot in Park Square was opened in 1874 and was at that time the largest and finest station in New England, and with the exception of the Grand

PARK SQUARE STATION, BOSTON & PROVIDENCE R. R. BOSTON.

Central in New York, one of the largest in the United States. Its beautiful great arched train shed, 600 feet long, was considered wonderful, and its high clock tower could be seen for a

N. Y. & N. E. Depot at Foot of Summer Street

long distance. The station stood facing the Lincoln Statue in Park Square, and was but a moments walk from the Common and Public Garden. Its waiting room was large and commodious and all the facilities of the station were of the most modern type and remained so up to the last. From the station there left for years, the Shore Line trains, the famous Stonington Line boat trains, and after 1890 the Fall River Line boat train. The first station of the Boston and Providence was on Pleasant Street, but on account of the Columbus Avenue improvements by the city of Boston, the railroad was obliged to change the location of their station to Park Square. The Boston and Providence was opened to Readville June 4, 1834 to Canton Sept. 12, 1834 and to Providence June 11, 1835 between this date and July 28, 1835 passengers were carried by stage around the Canton Viaduct which was not completed until this latter date. The first train to cross the Canton Viaduct left Boston at 4.00 P. M. on July 28, 1835. The Boston and Providence was leased to the Old Colony in April 1888 and the Park Square Station was abandoned by Passenger trains Sept. 10, 1899, and was demolished several years ago. Park Square is now the center of the automobile trade of Boston.

The New York and New England depot foot of Summer Street, on the site of the present South Station, was erected in 1872 to replace the old station of the Boston, Hartford and Erie R. R. burned in the great fire of that year. The New York and New England station was a rather small depot with a clock in the peak of the roof, facing Summer and Federal Streets. It had two tracks under the train shed and in later years two more were added to accomodate the suburban trains, as the New York and New England had a large suburban travel between Boston and Dorchester, Readville and Norwood Central. From this station left the "Federal Express" first through train to Washington via. Harlem River, which made its first trip from the New York and New England depot Monday, May 8th 1876, the train leaving Boston at 7.00 P. M. and due in Washington at 12 noon the next day, and there also left from this station the old Norwich Line boat train. The most famous train of all though, of that day was the "White Train" or "Ghost Train" so called because the cars were painted white. They were very handsome with "New York and New England" in fancy gold letters and the gold maltese cross, the trade-mark of the road at each end of the car. This train began running March 16, 1891 and was discontinued October 20, 1895. It stopped only at Willimantic, Middletown, New Haven and Bridgeport and the run of 86 miles between Boston and Willimantic without a stop was considered wonderful at that time. The

N. Y. & N. E. Depot at Foot of Summer Street

train was well advertised by the New York and New England R. R. and was one of the best known and most popular trains between Boston and New York at that time. The New York and New England Railroad had its origin in the Norfolk County Railroad from Dedham to Walpole which was opened on May 1st 1849. The following first time table of this road is taken from the "Norfolk Democrat" published at Dedham.

Norfolk County Railroad.

On and after Tuesday May 1st the cars will leave Walpole for Dedham and Boston as follows: Leave Walpole at 7:10 A. M. Returning will Leave Dedham at 6:10 P. M.

Passengers for Walpole will leave Boston in connection with the Stoughton Train at 5½ P. M. Franklin, Medway, Medfield and Wrentham Stages will run in connection with the above Trains.

Merchandise trains will leave Boston Daily May 1, 1849.

H. W. NELSON, Supt.

This road was extended from Walpole to Blackstone May 16, 1849 connecting with the Providence and Worcester Railroad. The name Norfolk County was changed Dec. 12, 1853 to Boston and New York Central Railroad, and an extension was built from South Dedham Junction, into Boston via Dorchester, previous to this time the trains had left from the Boston and Providence station on Pleasant Street. The extension into Boston was opened January 1st 1855 the time table in the "Boston Courier" of that day reading "Boston and New York Central Railroad from New Station foot of Summer Street." It is interesting to note in this connection that the big South Station, built on this same site was opened January 1st 1899 forty four years later. In 1863 the name Boston and New York Central was changed to Boston, Hartford and Erie Railroad, and became the New York and New England in 1873 and was opened through to Fishkill on the Hudson in January 1882. The New York and New England became the New England Railroad in 1895 .

On August 23, 1896 the New England trains were transferred to the Old Colony depot, and the old New England depot at the foot of Summer Street was torn down to make way for the new South Station, July 1, 1899 the New England road was consolidated with the New York, New Haven and Hartford.

With the exception of the Boston and Lowell, Fitchburg and Albany stations, there is nothing left of Bostons' old depots but a memory. The Boston and Lowell still has the old letters

cut in granite on the front "Boston and Lowell R. R. Passenger Station," and the Boston and Albany has been altered into a cold storage warehouse. But these old depots served their purpose well, and there are many men in the service today who have run trains into or worked in the old depots of the Boston and to them the mention of one of the old stations always bring pleasant recollections of the past to mind.

This article was first printed in the Old Colony Memorial, Plymouth, Mass. September 17, 1920. It has been revised and enlarged for the publication in the bulletin of the Railway and Locomotive Historical Society.

Recollections

BY JAMES F. CHADBOURNE.

In attempting to write an article for our Railway & Locomotive Historical Bulletin I am confronted with two conditions: I am aware that I am not qualified to do such a work and also nothing has ever happened to me worth recording but I may be able to tell some things of interest that others have not experienced.

I fell in love with a locomotive when very young and I remember one occasion when I was a boy my father and uncle attended a gathering of some kind in Portland and arranged with me to be at the railroad station to meet them. While waiting for them a locomotive driven by one engineer with whom I was somewhat acquainted stopped at the depot and the engineer said to me "Want to ride a few miles and then you can meet your Father"? I gladly accepted his offer and that evenings ride caused me to want to be an engineer. When a little older I secured a position as fireman on the Lake Shore and Michigan Southern but I did not stay there long as the men did not seem to like Eastern Help.

The desire to railroad continued however and as the Boston & Maine were building the extension of their line from Salmon Falls Bridge to Portland I applied to Wm Smith, the Master Mechanic, for a position but he evidently was not impressed with my looks for he said "I have all the men I want." However a few days later I applied again for a position and saw James Paul, round house foreman, who said "Why yes, you might as well go to work for I have eight good for nothing critters' round here now and you will make nine." Mr. Smith was away the day I was hired but the next day he came in and stepped up to me with an inquiring look on his face and I told him how I happened to be there and he said "Well see that you are good for something." Mr. Paul was a very fine man but he had a very queer way of addressing one. He would say "Oh you miserable dog I want you to go to such a place and do so and so." Many amusing sayings of his now come to my mind. After doing spare work for about a month Mr. Smith assigned me to the number 37 named "Hobart Clark," illustrated herewith, run by engineer John W. Tuller. We alternated with the number 17 "Bay State". One week we made four round trips each day and the next week three trips and one to Wakefield Junction.

The week of the four round trips I had to be at the engine house about five oclock in the morning to get the Hobart Clark out and make up the train. We left Reading at six o'clock. I carried my breakfast that week but I had my dinner at home. We left Boston on the last trip at eleven thirty in the evening and if we had good luck all the way I could tumble into bed about twelve forty-five. The next week we did not leave until about seven thirty in the morning and so had breakfast at home but carried my dinner. Wednesday and Friday nights I had to make an extra trip for the theatre people and arrived home about one in the morning.

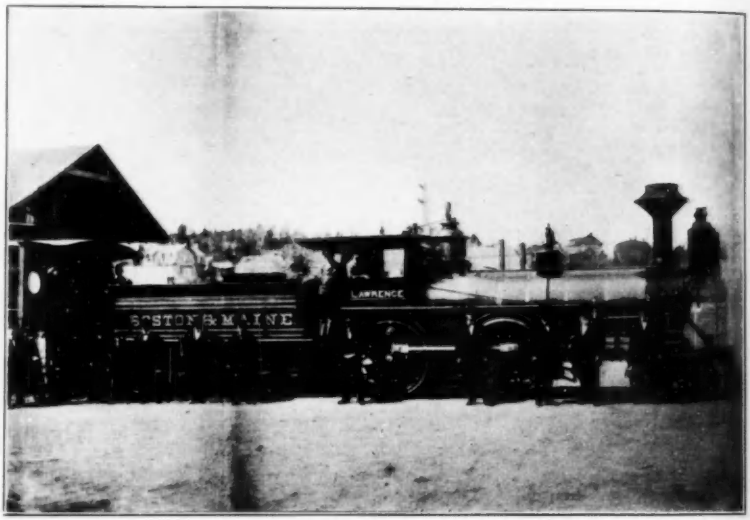
Boston & Maine "Hobart Clark."

The fireman did all the switching in those days. Today the men only want to work eight hours.

I remember there was a switch in the Reading yard which was too near the track and my engineer had warned me about it but one morning while I was making up the train I leaned out of the cab window too far and the next I knew I was on the ground but I succeeded in grabbing the rail on the end of the car which was attached to the engine, climbed to the platform, over the tender and into the cab. I did not tell Mr.

Tuller what had happened for I was afraid the order would be enforced that compelled two men to be on an engine when in motion. I had considerable experience handling a locomotive because my engineer had a sick wife and he helped her in the morning before he came to work so I had train and engine ready when he arrived.

Later we exchanged the No. 37 for the No. 12 "Lawrence" illustrated herewith, you will notice she is an insider, cylinders between the frames and a crank shaft. She had been completely overhauled and painted and I was very proud of her.

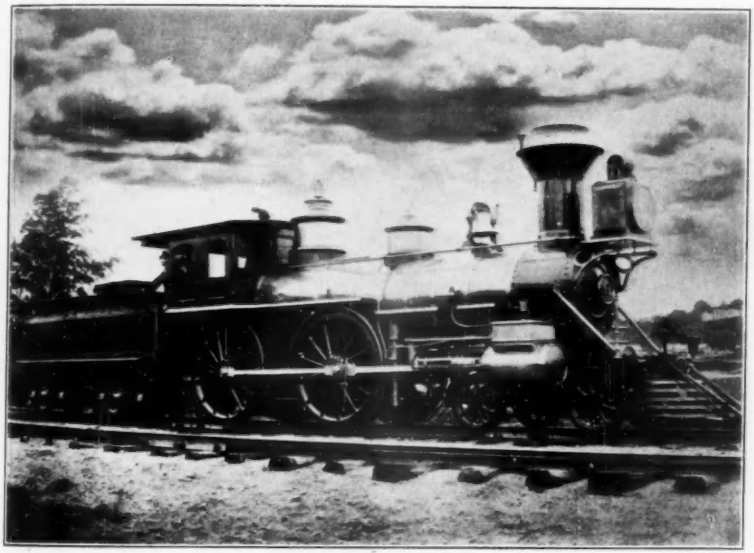


Boston & Maine "Lawrence."

Mr. Tuller was a very careful engineer and when he had to wait on a side track in Reading he always had her full of water; she had no water glass, they became very common later. A spare engineer in Reading often substituted when either engineer was away and on one occasion when this man was running for Mr. Tuller he left me to care for the engine until time to return to Boston. When I had her turned around and ready to back on to the side track I tried her top gage, no water, then the next one, no water, then the bottom one, clear steam. I was somewhat frightened but the thought came to me that my fire was carefully covered and the boiler was new also the safety plug was intact, so I knew there must be water

between the lower gauge and the crown sheet. There was a target at Reading; one red ball by day and a red light by night at mast head signified track clear but if at the ground stop. I ran to that target and lowered it to the ground to stop all trains then put the "Lawrence" on the main line; both pumps working and I soon had water showing in the second gauge. Then I put her on the side track and raised the ball to the mast head. When this was done I was surprised to find myself bare headed and I have always thought that my hair stood on end and took my hat off.

Mr. Paul, whom I have alluded to previously was a very religious man and the Bible account of the creation of the earth was good enough for him.



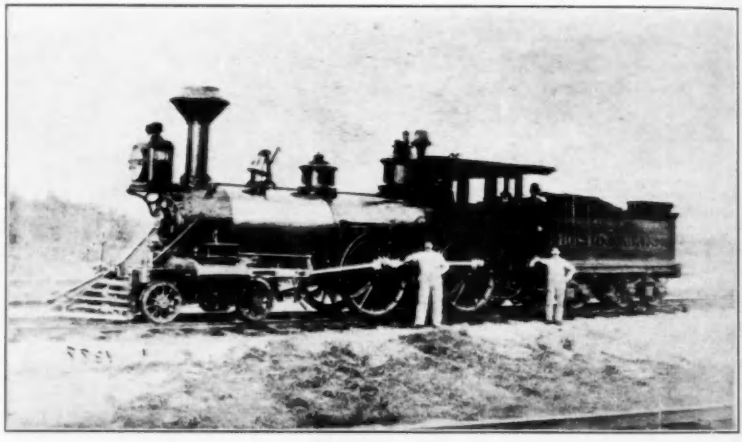
Boston & Maine "Saxon."

I remember about 1874 a man by the name of Tymmes delivered a lecture in Boston; he claimed that the earth was a hollow sphere and that if the North Pole was ever discovered it would be found that ships could sail into this tunnel and a land peopled similar to ours would be found; such an idea was abhorant to Mr. Paul.

The next morning he had another man with me doing some light work on an engine and we introduced the subject of

Tymmes hole; we did not know he, Mr. Paul was near us; but we soon observed he was kicking one of the pillars which held up the roundhouse; we had learned this was a way he had of showing displeasure. We were very much interested in Tymmes hole and had no doubt of its existence, or of the conditions. After we finished the work he said now you may go and put some brake shoes on the No. 25 "Atlantic".

The pit where the locomotive stood was too short for her and a man had to crawl under the tank and lie on his back to do the necessary work. Mr. Paul had said he would bring the brake shoes so I crawled under the tender and waited and waited and wondered where he could be with the shoes. At last my companion looked him up and found him complacently read-



Boston & Maine "Shawmut."

ing "The Morning Journal". We went over and asked him where the shoes were and he replied, "Oh, where is Tymmes hole? They have everything there and probably all styles of brake shoes." He surely had the best of us.

I continued firing for Mr. Tuller until the following March when Mr. Wm. Smith assigned me to the No. 50 North Star built by the Manchester Locomotive Works. I have not a photograph of her but show a picture of a mate to her the No. 51 "Saxon." I also had the No. 60 "Pepperell" and later the No. 39 "Shawmut" illustrated herewith and No. 59 "Columbia." Nothing happened to me but good luck which many a railroad man would like to be able to record.

The Mount Washington Railroad

By J. W. Merrill.

A traveler making a trip through the White Mountains must not miss a chance to ascend Mount Washington by the cog railroad. Sylvester Marsh of Littleton, New Hampshire, conceived the idea of building a railroad up the mountain, and in 1858 he exhibited a model of the line to the state legislature asking for a charter to build up Mountains Washington and

The "Peppersauce."

Lafayette. The charter was granted and one of the legislators suggested that Mr. Marsh should also receive permission to build a railroad to the moon. The road was commenced in April 1866; one fourth of a mile was built that year; three quarters of a mile the next year; one mile in 1868 to the top of Jacobs Ladder, and the road was completed in July 1869; the whole cost being $150,000. A similar road has since been constructed on Mount Rigi in Switzerland. The peculiarity of this mountain railroad is the central cog rail which consists of two pieces of wrought angle-iron 3 inches wide placed upon their edges parallel to each other, and connected by strong iron

pins 1½ inches in diameter and four inches apart from center to center. The teeth of the driving wheels of the engine play into the space between the bolts, and as they revolve the whole engine is made to move, resting upon the outer rails. The appliances for stopping trains are of the most perfect kind. Both friction and atmospheric brakes are employed, and their complete reliability has been proved by the severest tests. The friction brake consists of an iron band encircling each wheel, and tightened at pleasure. There is also the power of reversing the driving wheels; next there are atmospheric brakes upon each side of the cars. Their application is so successful that a platform holding a passenger car may be detached from the engine and lowered by itself, being completely under the control of the brakeman. There are in all, six ways of stopping the train.

Mt. Washington Ry. #5

The railroad is 2½ miles long, the average grade being 1300 feet to the mile; the maximum grade on Jacobs Ladder is 1980 feet to the mile. The ascent takes 1½ hours, and the engine is supplied with water at each of the four tanks. The decent, however, is accomplished in less time. The time card

calls for two trains, one to the summit in the morning, and a return trip in the afternoon but as many sections are operated as the number of travellers require. The fare is $4.00 up and $6.00 for both ways.

The most interesting feature of the road is the locomotives and I am pleased to be able to illustrate the first engine that ever ascended the mountain, the number one, "Peppersauce", named so because it resembled a long necked bottle carried in slings. This arrangement enabled the boiler at all times to remain upright on any section of the grade.

A few years afterwards the road bought a more improved type of locomotive, number 5. As time went on a newer type was adopted, number 3. There were nine engines like the number 3 illustrated and they were all named (except number 9) as follows:—

1. "Peppersauce"
2. "George Stevenson"
3. "Hercules"
4. "Atlas"
5. "Cloud"
6. "Tip Top"
7. "Falcon"
8. "Pilgrim"
9. No name.

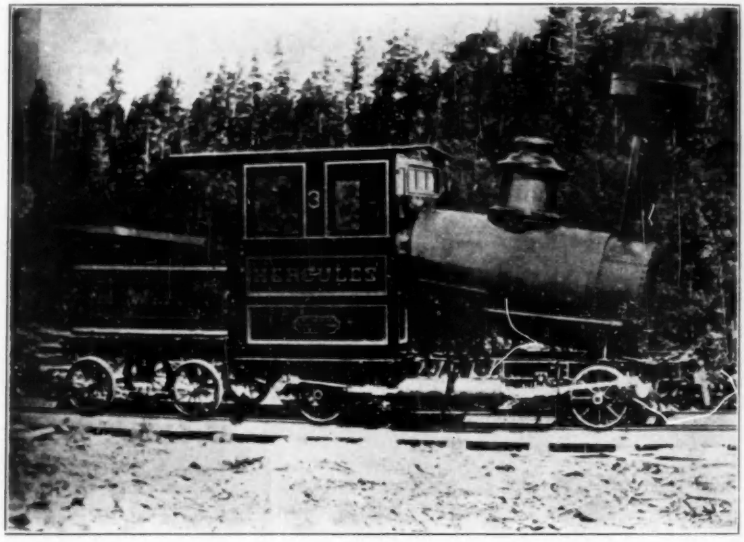
The locomotive originally burned wood as fuel but coal is now used although the engines are equipped with sunflower stacks; the exhaust from the cylinders however does not go thru the stack but thru an exhaust pipe on the top of the cab.

A mountain railroad similar to the Mount Washington line was built up Green Mountain on the island of Mt. Desert Maine. It resembled the former road except there was no trestling; the track timbers being bolted to the solid ledge. The idea of constructing the line, it is said, originated with a very stout lady whose superflous flesh rendered it an impossibility for her to enjoy a splendid view from the summit. A Bangor lawyer named Clergue, was struck with the idea of building a road up the mountain and it was completed about 1883. The same type of locomotive was used as No. 3. The line was not a success and was abandoned a few years later. I have two fine photographs taken from the summit of Green Mountain showing not only the extensive view but also locomotive number one named "Mt. Desert" and number 2, no name. The two cars are still in existence and one is used in Bar Harbor as a little store. The Mount Washington railroad had a bad fire about the time the Mount Desert road ceased operations and

bought the locomotives. They were carried across to the mainland on scows and thence on flat cars to the base of Mount Washington.

It is interesting to note that the Mount Washington railroad has never paid any dividends and up to the time the Boston & Maine took over the property the officers received no salaries for their services. All the revenue has been laid out perfecting the line and for equipment and strange to relate not a passenger has been killed.

When the railroad was opened it was connected with Fabyan seven miles away by a branch of the Boston Concord & Montreal Railroad. A powerful mogul type locomotive the No. 29



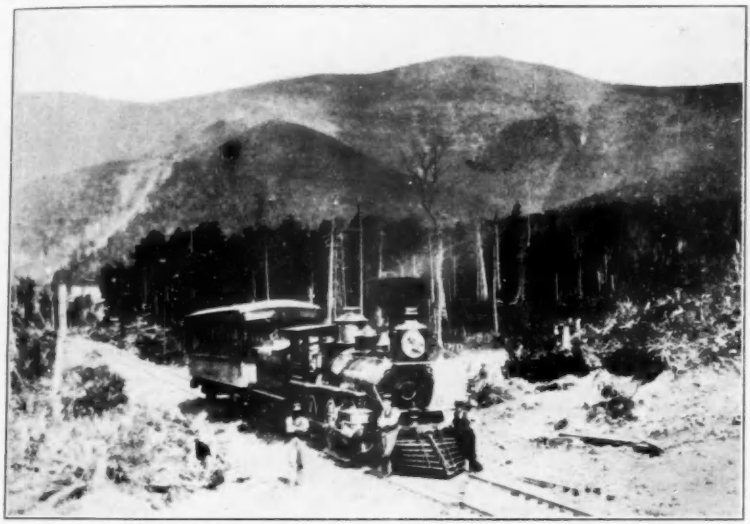
Mt. Washington Ry. #3

"Mt. Washington illustrated herewith, was purchased from the Manchester Locomotive Works and ran on this branch only. The grade is very steep and a powerful Mogul of the Boston & Maine can only push three light observation cars up to the base.

Surveys were made at one time for a new railroad to the summit, the motive power to be Electricity. The road was to encircle the mountain three times and it was expected this circuitous route would increase the revenue of the road on

account of the more extended view gained by this way of ascent but the road was never built.

It might be of interest to state that Mount Washington is the highest peak east of the Rocky Mountains and north of the Carolinas, and is 6293 feet high because of its elevation the summit forms an arctic island in the temperate zone with the same climate as the middle of Greenland. This peculiarity is shown not only in the temperature but also in the vegetation. On the peak was the old Tip Top house built of stone, later a wooden hotel was erected but was burned some years ago and the Boston Maine have within the last two or three years constructed a very up to date hotel which is a credit to the



B. C. & M. "Mt. Washington."

road. The original Tip Top house is again in use as a bunk house for trampers at one dollar a night.

Another way to ascend and decend the mountain is by the carriage road. The Glen and Mount Washington Stage Line operate some seven passenger Packard twin six touring cars quite different from the old stage coaches drawn by six and eight horses.

It is said that the first ascent of the mountain was made in June 1642 by Darby Field, an Irishman, accompanied by two Indians; what a different view they must have seen from what the traveler looks upon today.

The Famous Color Trains of America

By Chas. E. Fisher.

Outside of the red cars of the Pennsylvania, the orange and marcon cars of the Chesapeake & Ohio and the Chicago, Milwaukee & St. Paul, the yellow and green coaches of the Chicago & North-Western, the passenger of today accepts the modern dark green color as an established fact. It is true that dark green was adopted as a matter of necessity. Due to the elements, the wear, the difficulty in keeping the surface clean, dark green was chosen because it would generally, present the best appearance.

In times past, when passenger equipment, and locomotives too, represented the highest achievement in "the wielder of the brush", gay colors and fancy scroll work adorned the equipment. There was an individuality of colors. In New England, the Old Colony and Boston & Maine Railroads painted their equipment yellow, the Housatonic painted their equipment red, etc. Other roads had their own colors and distinct ones too. In the interiors, the colors were lavish, and it is a fact that a certain train on one of our New England railroads was so beautifully painted outside and so handsomely finished inside, that it was used only during the summer months. In the winter, when this train did not run, the equipment was stored until the following spring, when it was renovated and prepared for the summer service.

But the most interesting of all the early equipment were the "color trains". These were painted a different color that they might be more readily distinguished and also, perhaps more easily advertised.

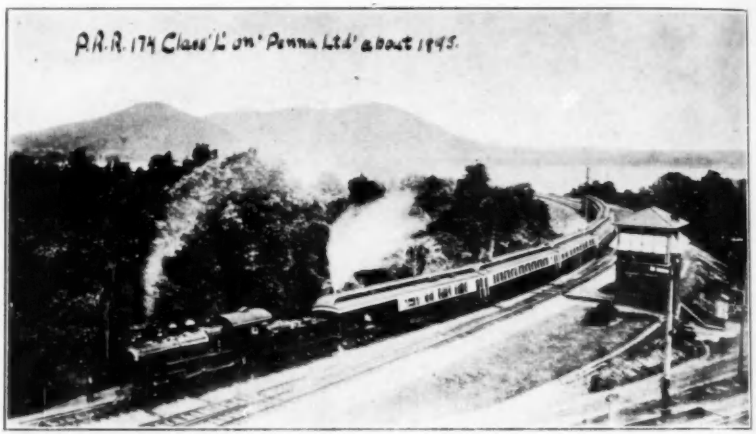
For years it was the custom of the New York Central & Hudson River Railroad to paint their mail cars white. In the late seventies, a train called "The Fast Mail" was added to the schedule and this train was sometimes called the "Vanderbuilt Mail". These mail cars were perhaps nearer a buff color and "The Fast Mail" appeared in gilt letters thereon. Under the windows appeared the name of some prominent man painted in gold letters, like "James G. Blaine", "Governor Smith", etc. The ends of these cars had a crude sort of vestibule of wooden doors but had no bellows or diaphram. The cars for this run were supplied by the New York Central and Lake Shore & Michigan Southern Railroads and were lettered according to ownership; the initials appearing on the sides of the cars, but near the ends. Originally, "The Fast Mail" was just what

its name indicated, when Commodore Vanderbuilt wanted the road to become known as the fastest long distance proposition in the world. In the eighties this train was taken off-but later restored. In 1893 this train consisted of four white postal cars, a red baggage car, two Wagner sleepers for Chicago, two parlor cars for the Adirondacks (dropped at Utica) and a red coach dropped at Albany. At this time it was a good train, although the "Exposition Flyer"—New York to Chicago in twenty hours—offered greater speed and luxury, and the "North Shore Limited" offered greater luxury but nothing spectacular in regards to speed. The mail cars of this road were still painted white as late as 1900, when they too, donned the darker shade of color. "The Fast Mail" still appears on the New York Central R. R. schedule but it has been overshadowed by the more important "limited" trains.

In describing the equipment of the above train, I meationed a "red" coach and "red"baggage car. While the color adopted by the New York Central was white for their mail equipment, red was the standard color of that road and was used for all other passenger equipment. The shade of red used was of a very deep, rich color, the ends of the cars were striped with gold. This color was maintained by the road up to the late nineties and then the road adopted the modern green shade. The "Empire State Express" was no exception to this rule and during this period those cars were painted red.

The New York Central was not alone in the painting of its mail cars white. In the years either 1885 or 1886, the Vandalia Railroad had a train known as "The White Mail". The cars of this train were painted a cream white with gold lettering with a narrow black border. On the outside of the car, between the bottom and belt rail, an oblong circle was placed, in which was displayed the American Eagle. The cars were built on the lines used on the Pennsylvania System at that time, with their platforms equipped with storm vestibules without the diaphragm face plate such as is used at present. Who originated this train, the writer has not been able to determine, but he has been informed that it was in the "East". The running time of this train was not fast. It was delivered to the Vandalia by the "Pan Handle" about 6.00 P. M. and arrived at St. Louis at 2.00 A. M. where connection was made with the Missouri Pacific Ry. for Kansas City. As the "Pan Handle" delivered the "White Mail" to the Vandalia late, nearly every night, the running time was faster than the above schedule would show. The engineers of the Vandalia took great pride in bringing this train in on time, and with the fine road-bed—the

Vandalia was always noted for its fine road-bed—the Postal clerks not infrequently pulled the bell cord, signalling the engineer to reduce his speed, or sometimes they applied the brakes themselves. At first this train carried no passengers, but finally a coach was added and passengers who wished, could avail themselves of such accomodations as were offered. Curiously enough the locomotive that handled this train between Indianapolis and Terre Haute was equipped with an electric headlight and siren whistle. The latter, I am told, was loud enough to "almost wake the dead"; and there is no doubt in the mind of the writer that the engineer frequently



"The Pennsylvania Limited" About 1895

used it. What a sight this train must have presented at night, running at a high rate of speed across the level prairies, with its beam of light piercing the darkness, its screeching whistle, followed by a dusky gray line of mail cars! It was not until 1887 that an eastbound mail train, similar to this, was added to the schedule. This train left St. Louis at 2.00 A. M. and at one time carried sleeping cars, which made it convenient with the theatrical business. No bridge collector was carried on this train, as the Vandalia turned in the bridge fares and bridge tickets at the St. Louis Union Station to the Terminal Railroad. It is of interest to note, in connection with the Vandalia, that as early in 1876, this road operated a "Hotel Car". To describe this car in modern day terms, it would be called a "Cafe Sleeper". It was operated on Train No. 5, called the "Fast

Line", leaving St. Louis at 6.45 P. M., arriving at Indianapolis at 4.00 A. M. and went through to New York. This doubtless did much to influence patronage over the Vandalia for the Philadelphia Centennial.

The "Fast Flying Virginian" of the Chesapeake & Ohio Ry. was the first train on that road to be painted the modern orange color with dark red trimmings. This train ran from Cincinnati to New York, entering Jersey City over the tracks of the Pennsylvania R. R., and made its initial trip some time in the month of March, 1889. The description of this train taken from the "Official Guide" for May, 1892, may be of interest:

> "* * * * * * * * * consisting of Composite Car, elegant Day Coach with Smoking Saloon and Lavatories, similar to those used in Pullman Parlor Cars, Dining Car cooled with Electric Fans and Pullman Sleeping Cars. Vestibuled from end to end, heated by steam drawn from the engine and lighted by electricity, run through solid, without change, between Cincinnati and New York, via Washington * * * * * * * * *"

The writer has been unable to learn who worked out some of these wonderful color combinations or where the ideas of some of them originated, but the Pennsylvania R. R., went to Mexico to get one combination used on one of their trains. In 1891, Mr. Frank Thompson, Vice President of the Pennsylvania R. R., made a visit to Mexico and while there he saw the train the Mexican Government provided for President Diaz and his retinue. The exterior of this train was painted a green and cream color, and this combination appealed so favorably to Mr. Thompson, that upon his return he ordered the cars in use on the "Pennsylvania Limited", running between New York and Chicago, to be painted a similar combination. The "Pennsylvania Limited" made its initial run on November 18, 1881, and was then known as the "New York and Chicago Limited", and was the first exclusively Pullman train to be operated on regular schedule and to Mr. James R. Wood, late Passenger Traffic Manager of this road, belongs the credit of introducing the modern Limited train. The passenger equipment of the Pennsylvania was painted then, as now, a tuscan red, and Mr. Thompson upon his return, worked out the following combination of colors; trucks of the train to be painted a dark green, lower portion and also upper portion of the cars to be painted also a rich dark green, while the intermediate sides, between the

windows, etc. were painted a rich cream color. This train appeared under these colors in time for the Chicago World's Fair in 1893, and the reproduction shows this train to every advantage. The jet of steam, issuing from the combined car was from the engine carried in that car to drive the dyamo which was used to produce the electricity for lighting purposes. Mr. Thompson was so pleased with the appearance of this train, that the famous "Congressional Limited", the exclusively all parlor car train between New York and Washington, was painted a similar color combination, save that a portion of the cars, above the windows, were painted red instead of green. As may be supposed, these cars were easily soiled and difficult to keep clean, especially the cream colored portion of the equipment, and three of four years afterwards this color scheme was abandoned and gave way to the modern tuscan red. It was not until this color scheme had been abandoned, however, that the Pullman cars, parlor and sleeping, regularly assigned to the Pennsylvania Railroad were also painted the tuscan red color, which made their trains present a uniform appearance, so far as color is concerned.

Up in the Northwest, the Chicago, Milwaukee & St. Paul paints its passenger equipment an orange color with dark red trimmings and dark red letterboard. The oldest and most famous train on this road is the "Pioneer Limited", whose initial run was made some time in the month of May, 1898, and which operates between Chicago, St. Paul and Minneapolis. This road, together with the Chicago & North-Western, the latter road paints its passenger equipment a dark green body and upper portion and cream yellow color, these roads form two unique roads in this country in the matter of painting their passenger equipment.

When the Baltimore & Ohio Railroad inaugurated the famous "Royal Blue Line", between New York, Philadelphia, Baltimore and Washington, it was with the idea of furnishing their patrons with the latest equipment that the builder could make. This service consisted of nine fast trains daily, and the "Royal Limited", the most famous of these trains, made its initial run in November, 1898. The service was provided by the joint management of the Baltimore & Ohio, Philadelphia & Reading and the Central Railroad of New Jersey, and the running time over these roads, between New York and Washington, was five hours. The cars of this train were painted a royal blue and trimmed with gold. This train was made up of four cars; a combined buffet smoking car, dining car, parlor car and observation parlor car. These cars were built especially for this train

and were of the latest pattern and equipped with every modern safety device, then known, and were the largest and most palatial ever built. The dining cars used on this train were named after the famous hostelry—"Waldorf-Astoria". One half of the dining car served meals a la carte, the other half served them table d'hote. The passenger was thus offered a choice of service. This train, with the other trains that made up the "Royal Blue Line" did much to popularize that route between New York and Washington. The "Royal Limited" was queen of them all, and although the royal blue color has given way to the modern dark green, this train still continues to be popular between the two cities.

In 1899 the celebrated "Alton Limited", the handsomest train in the world was added to the Chicago—St. Louis service of the Chicago & Alton R. R. The Alton road was the oldest road, the shortest road and the only double-tracked road between these two cities, and when this train was added to the schedule, the managers of that road decided to give the passengers something far more superior, in the way of a day train, than on any other road in the country. This train first consisted of six cars; a mail car, a combined baggage smoking car, a coach-chair car, parlor car and observation parlor car. The equipment was built at the shops of the Pullman Company, and for the two trains represented an investment of $150,000.00. The color scheme was worked out by the Pullman experts and the exterior of these cars was painted a red color, carefully graduated in three or four tints, working from the lower part of the car up to the roof from a lighter to a heavy velvety wine color, with gold trimmings. Every modern device and every comfort was furnished the passengers who readily appreciated this superior service. The "Alton Limited" of today is the only train on this road to be painted this red color and it has grown from a six to a nine car train. Another coach-chair car has been added, a dining car, three parlor cars and an observation parlor and lounge car completes the equipment of the modern "Alton Limited".

Another road that paints its passenger equipment a red color is the Canadian Pacific Ry. The modern steel coaches of this road are painted a red, similar to that used by the Pennsylvania R. R. Before the day of steel equipment, the passenger equipment was left in the natural mahogany finish.

It is of interest to note that there is still in regular service, a train, the cars of which are painted white, though this train is not operated for the convenience of passengers. The Great Northern Ry. operates a train between St. Paul and Seattle, known as the "White Flyer". This train consists of three

storage mail cars, one railway post-office car and three express cars, and all are painted a cream color with brown trimmings. It has the distinction of being the fastest long distance mail train in the world. The Chicago, Milwaukee & St. Paul R. R. delivers the mail to the Great Northern, and the latter road carries this mail eighteen hundred and fourteen miles in forty-seven and one-half hours, and the schedule is adhered to with remarkable punctuality. The inauguration of this train shortened the mail delivery a whole business day between New York and eastern points and Seattle. This train was placed in service during the latter part of 1909 and serves the people of the Northwest and the eastern cities as well.

Another famous train in her day, and perhaps the most famous of them all, was the so called "White Train" or "Ghost Train", that ran between New York and Boston, over the old New York & New England R. R. This train was composed of a combined baggage and buffet smoking car, two parlor cars, two coaches and a dining car. Orginally these cars did not have vestibules, but later this factor of safety was added. The "White Train" made its initial run on March 16, 1891 and was discontinued on October 20, 1895. Officially, this train was called "The New England Limited". It was inaugurated by the New York & New England R. R. and they carried it to Williamantic where the New York, New Haven & Hartford R. R. carried it to New York. The trip was made in five hours and forty minutes, the train stopping at Willamantic, Middletown, New Haven and Bridgeport. The run from Boston to Williamantic, a distance of eighty-six miles, was made without a stop, a wonderful event for 1891! Water was taken from track pans near Putman. No train in New England was probably as widely advertised as was this train, nor did she have any equal for fame. The white cars were easily soiled and gave way to the dark green color and this marked the passing of the "White Train".

Save on a few of our roads today, the "color train" is a matter of history. Only in a few cases is there anything externally that will denote one train from another. The day of light and brilliant colors is a thing of the past, will probably be never revived, but it is interesting to know some of the many colors and schemes that were tried.

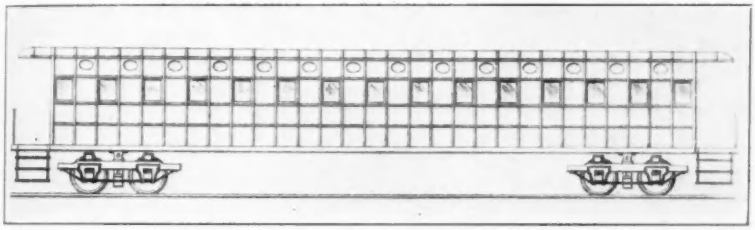
The First Iron Passenger Cars

By Walter A. Lucas.

In reviewing the history of American Railroad equipment the locomotive naturally is given the larger share of attention, and while other rolling stock is not so spectacular, due to its inanimacy, nevertheless the strides and attempts at improvements in cars have been important.

The year 1854 brought forth one of these when on April 4th a patent was granted to B. J. La Mothe, M. D., of New York City on an "Improvement in Railroad Cars". The claims of this patent were for building cars continuous longitudinal and transverse "elastic steel bands" whereby passenger cars would be practically fireproof and lighter in weight than the wooden ones then in use.

Dr. La Mothe secured the services of a stock promoter, Mr. E. W. Sargent of 15 Broadway, New York City, to finance his ideas. They succeeded in getting enough capital to build several passenger and freight cars.



The First Iron Car Built Under La Mothe's Patents for the Boston & Worcester R. R. July 27, 1859

On July 27, 1859 the first iron passenger car was completed at the shop of Wm. Cundell, Washington Street, Paterson, N. J. Mr. Cundell conducted a sheet iron and tinsmith business primarily to supply the various locomotive builders of Paterson with smoke stacks, head lights, stamped brass letters and numbers, boiler jacketting and ornamentations thought necessary in those days by railroads. The car could accommodate 60 passengers being 46′-0″ long and 8′-4″ wide over the frame with a total length over platform of 51′-6″. The interior was handsomely finished, including four large mirrors with gilt frames, 30 large windows with brass sashes and curtains of handsome English rips, hat racks of the largest pattern, 28 ventilators with obscure glass, black walnut and gilt mouldings,

and many papier mache decorations in the panels including scenes in the wild mountains of New Hampshire, Passaic Falls, N. J., Landing of the Pilgrims at Plymouth, view of Portland, Me. with the leviathan steamer GREAT EASTERN, Mount Vernon and Tomb of Washington, Faneuil Hall, Niagara Falls and other views of national character.

The framework of the car was composed of iron bands from two to five inches wide running continuous from end to end and around the body similar to a wicker basket. The spine or center sill was composed of three 6″ bands placed vertical with 1½″ oak fillers between, the whole being rivited at each joint where the longitudinal bands crossed the vertical ones. The remaining space was filled in with thin metal panels. The roof was of galvanized iron.

Iron Passenger Car Built for the Hackensack & New York R. R., Feb. 2, 1861

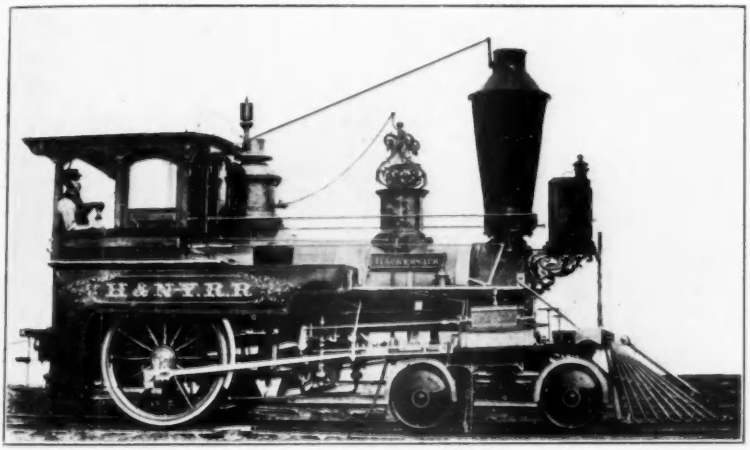
The car was run on the Erie Railway experimentally, and proving successful, was accepted by the original purchasers, The Boston and Worcester Railroad. From drawings of the original coach we are able to show how it appeared.

The desire to make the body strong enough caused the designers to provide windows too small for comfort and this detail was changed in the next coach built.

The next two cars were finished the early part of 1861 for a Mr. Rennie, owner of a large cloth printing establishment at Lodi, N. J. They were combination freight and passenger much smaller than the Boston and Worcester coach and built

of corrugated iron instead of bands and sheets. They were hauled by mules two miles on the Lodi Railroad to the junction with the Hackensack and New York Railroad, and thence by steam to Jersey City. No photograph of these cars has ever been discovered and they ended their service when the Rennie Works went bankrupt during one of the years following the civil war.

The last car built was for the Hackensack and New York Railroad and is shown herewith on its way from Cundell's Shop to the Erie tracks. This photograph was taken at Church and Van Houten Streets, Paterson, N. J., February 2, 1861. Like its predecessor on the Boston and Worcester it was constructed of band iron and sheets.



THE "HACKENSACK"— FIRST ENGINE ON THE HACKENSACK & NEW YORK R. R.—BUILT BY ROGERS LOCO. WORKS, OCT. 2, 1860

Records of that period differ in describing this car, one saying it had twenty seats and another thirty, which would accommodate fifty passengers. This is obviously wrong as the car had at least a capacity for 80 passengers according to the number of windows shown, three of them being in baggage or smoking room at one end of the car.

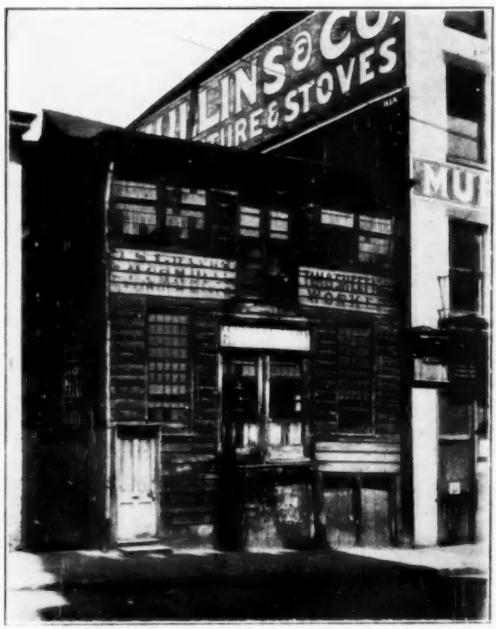
The roof and sides were lined with felt to insulate the heat and cold. The interior was finished in black walnut, gilt and oak graining, but lacked the handsome mirrors and pictures of the Boston and Worcester car.

A new style seat was used in which the back could be placed at any desired inclination, an invention of a Mr. Childs.

Seated in the car, beginning at the left, is Mr. Simpson, a truckman whose horses hauled the car on its first voyage; Mr. Wm. Cundell, the builder; and two of his sons, Daniel and William Jr.

This car was mounted on 6′-0″ gauge trucks which was the prevailing gauge on the Erie, and Hackensack and New York Railroads at that time.

The springs were of heavy India rubber and the car sat squarely without any sagging which caused much wonder as everyone expected it to bend slightly from its great length.



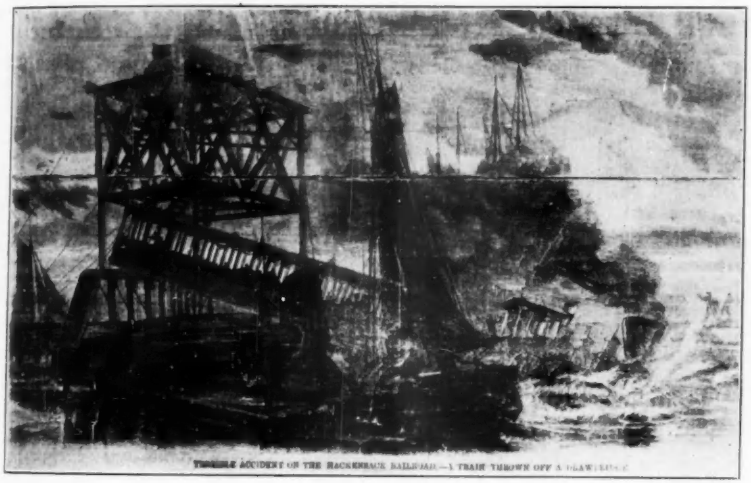
THE REMNANT OF THE ORIGINAL CUNDELL CAR SHOPS BURNED IN 1861. WASHINGTON ST., PATERSON, N. J., JULY, 1917

The Hackensack and New York Railroad was completed the latter part of 1860, running in a straight and level line about six miles from Hackensack to a junction with the Erie main line near Boiling Springs, now Rutherford, N. J. In February 1861 their equipment consisted of one tank engine named HACKENSACK, one first class passenger engine BERGEN, and one first class iron passenger car. The two iron combined

cars were in use on the Lodi branch hauled by mules and later by the 0-4-0 wood burner shown here attached to a small coach. This engine was a novel arrangement of the link motion often used by Rogers. The original Lodi Railroad is now abandoned while the Hackensack and New York forms part of the New Jersey and New York division of the Erie.

On February 21, 1861 "a new locomotive named BERGEN was run for the first time with a train including the iron car to carry the crowds from Hackensack to Jersey City to see 'Old Abe'" who was on a roundabout trip from his home in Springfield Ill. to Washington where the inauguration would take place the following month.

Business on the Hackensack and New York was booming at that time and orders were let for one more iron passenger car and one wooden car.



ACCIDENT ON THE HACKENSACK RAILROAD.—A TRAIN THROWN OFF A DRAW [illegible]

ACCIDENT ON THE H. & N. Y. MAR. 20, 1861 IN WHICH THE IRON PASSENGER CAR WAS DAMAGED & THE NEW ENGINE "BERGEN" SUNK COMPLETELY OUT OF SIGHT

The road met with a setback when on March 20, 1861 a frightful accident took place. The train that left Jersey City at 6.00 P. M. for Hackensack with about 20 passengers ran into an open draw of the bridge on the above named river, in which Benj. Carley, the engineer was seriously injured and three or four passengers and the brakeman nearly drowned.

The large and new locomotive BERGEN manufactured by

the Rogers works was the unfortunate engine to go to the bottom of the river with the tender on top of her. The iron passenger car which made up the rest of the train hung balanced on the edge of the draw with the forward end in the water. The car was not badly broken and was removed the next day to the builder's shop in Paterson.

While the car was undergoing repairs Mr. Cundell's shop was destroyed, set on fire presumably by a man who was seen running away from the place just as the fire was discovered. April 15, 1861 at 7.20 P. M. was the historic date when the alarm was given which sounded the death knell of a new business.

The heat fairly melted the celebrated iron cars being built and repaired. They were reduced to a heap of ruins utterly worthless. Mr. Cundell suffered a great financial loss but was determined to rebuild his place "secession or no secession" as he put it. The Civil War commencing about this time put an end to his scheme however, thus closing a chapter in American railroading long since forgotten.

A splendid coal burning Tank Locomotive was shipped for the Hackensack Railroad yesterday evening from the Rogers Locomotive Works. Its name is the Hackensack, and it will be the poineer on that road which is a credit to the enterprising people who gave their land and money toward the completion of so valuable a public improvement. The brass work was from N. Lanes shop, and the lettering is very pretty. The style is what may be called a light coal passenger engine, and its appearance yesterday was cause for the just pride those mechanics felt who had formed with so much cunning workmanship the intricate parts of the pretty machine. We heard several machinists admitting that this locomotive was one of the neatest and best machines that ever went out of Paterson. We shall rejoice to hear the first whistle on the new road. Success to her and all interested in the neighborhood through which she is destined to travel. Paterson, N. J., Daily Guardian,—October 3, 1860.—

The Railway and Locomotive Historical Society

COMMITTEE IN CHARGE OF PUBLICATOIN.

CHAS. E. FISHER, EDITOR,

#152 Harvard St., Suit #8, Brookline, Mass.

J. W. Merrill, #40 Kilby St., Boston, Mass.

Herbert Fisher, Box #426, Taunton, Mass.

Copies of this Bulletin may be procured from either Mr. Herbert Fisher or of Mr. J. W. Merrill.

In presenting this fourth bulletin to our members the committee in charge of publications wishes to thank all members and readers for the hearty reception and warm interest shown in our last publication and hope that this bulletin will be of equal interest. To those of us in the "railroad game", this summer has been an exceedingly strenuous one, but with the approach of winter and of times to normal, many of us can devote more time to our hobby.

The recent exhibition in the Boston Public Library aroused considerable interest in the Society and in early railroads and locomotives and the average layman was surprised at the wealth of material that was exhibited there. The lecture by Mr. James M. Kimball was of interest enough to qualify him as a master of the history of transportation. The exhibition was a great success and the credit goes to Messrs. Merrill and Jacobs.

The editor wishes to acknowledge an error that appeared in our Third Bulletin. The article on "The Illinois Central System" was selected from a publication issued by that road a short time ago over President Markham's signature entitled "What Every Employe Ought to Know." Mr. Moody furnished the editor with the selections from the above publication of that road.

The editor has received many interesting letters and articles from our members that will appear in following numbers of this bulletin and those members who have anything of interest are urged to send it to the committee for publication.

Looking past over the year 1922, the outstanding feature that will mark this year is the exhibit at the Boston Public Library. During the year our membership has nearly doubled. This is the second bulletin to be issued this year and a growing demand has been shown for these bulletins. Let us hope that during 1923 we can continue our work with such good success and before closing the door of 1922 behind us, the Board of

Directors wishes to each and every member a Merry Christmas and a Happy and Prosperous New Year.

QUESTION BOX.

Can anyone advise Mr. Fred C. Hirsel, No. 411 Rodd St., Midland, Mich. who asks "for authentic information as to where, and by who, the railroad and railroad locomotive was first used in the woods for logging purposes".

Under this heading the Editor wishes to call attention to a very interesting list of locomotive photographs received from Mr. R. E. Bleasdale, No. 32 West Street, Warwick, England. The list embraces over one hundred early English and some American locomotives and for those members of this Society who are interested in the earliest phases of locomotive construction this list should be of exceeding interest. Mr. Bleasdale has furnished photographs to the Smithsonian institition and Harvard University on this side and to the South Kensington Museum, London and Oxford and Cambridge Universities across the water. Mr. Bleasdale will be glad to furnish this list to any of our members.

Extracts from Reports of Brigadier General D. C. McCallum, Military Director and Superintendent of Railroads

Locomotives of the Military Railroads of the Civil War.

(Ex. Doc. No. 1, 39th Congress, 1st Session)

Year delivered	Purchased & built	Captured	Total
1862	72	40	112
1863	40	14	54
1864	154	17	171
1865	47	35	82
	313	106	419

Schedule of Railroad Property in Possession of the Government May 1, 1865.

(Ex. Doc. No. 154, 39th Congress, 1st Session)

No. of Engine	*From whom purchased*	*Original Cost*
14	L. and N. railroad	$15,550.00
15	do.	15,550.00
16	do.	15,550.00
17	do.	15,550.00
23	C. and E. railroad	9,750.00
25	M. W.Baldwin & Co.	14,935.00
26	do.	15,192.50
27	do.	13,905.00
28	do.	13,905.00
29	do.	10,004.44
30	do.	16,588.15
31	do.	17,902.35
32	Schenectady Locomotive Works	15,450.00
33	do.	15,765.30
34	Hinckley & Williams	17,850.00
35	do.	17,856.00
36	Taunton Locomotive Works	16,016.50
37	do.	16,343.37

No. of Engine	*From whom purchased*	*Original Cost*
38	William Mason	16,816.32
39	do.	16,816.32
40	Danforth Cooke & Co.	16,275.00
41	do.	16,275.00
42	Roger's Locomotive & Machine Works	16,284.30
44	New Jersey Locomotive Works	16,290.81
45	do.	16,290.81
46	do.	16,290.81
48	R. Norris & Son	15,450.00
49	do.	15,450.00
50	R. Norris & Son	15,765.30
51	do.	15,765.30
52	do.	15,606.05
53	do.	16,606.05
70	Roger's Locomotive & Machine Works	20,618.00
71	do.	20,600.00
72	do.	20,600.00
73	do.	20,600.00
74	Schnectady Locomotive Works	17,686.86
75	do.	16,646.45
76	do.	19,827.50
77	do.	19,827.50
78	New Jersey Locomotive Works	20,600.00
79	do.	20,600.00
80	Danforth, Cooke & Co.	20,600.00
81	do.	20,600.00
83	Hinckley & Williams	20,600.00
84	do.	20,600.00
85	William Mason	18,540.00
86	do.	18,540.00
87	Taunton Locomotive Works	18,620.00
88	do.	18,620.00
89	do.	18,620.00
90	H. W. Baldwin & Co.	22,145.00
91	do.	20,857.50
92	do.	20,857.50
93	do.	20,857.50
94	R. Norris & Son	20,600.00
95	do.	18,777.93
96	do.	18,777.93
101	Michigan Central Railroad	14,280.00
115	Roger's Locomotive & Machine Works	20,618.00
116	do.	20,600.00

No. of Engine	*From whom purchased*	*Original Cost*
117	do.	20,600.00
118	do.	20,600.00
119	do.	20,600.00
120	do.	20,600.00
121	do.	20,600.00
122	do.	20,600.00
123	do.	20,600.00
124	do.	20,600.00
125	do.	20,600.00
126	do.	20,600.00
127	Roger's Locomotive Works	20,600.00
128	do.	20,600.00
129	do.	20,600.00
130	Danforth, Cooke & Co.	20,600.00
131	do.	20,600.00
132	do.	20,600.00
133	do.	20,600.00
134	do.	20,600.00
136	do.	20,600.00
137	do.	20,600.00
138	do.	20,600.00
139	do.	20,600.00
140	do.	20,600.00
142	New Jersey Locomotive Works	20,600.00
143	do.	20,600.00
145	do.	20,600.00
146	do.	20,600.00
148	do.	20,600.00
149	do.	20,600.00
150	do.	20,600.00
151	M. W. Baldwin & Co.	19,516.15
152	do.	19,516.15
153	do.	19,516.15
154	do.	19,516.15
155	do.	19,516.15
156	do.	19,516.15
157	do.	19,516.15
158	do.	19,516.15
159	do.	19,516.15
160	do.	19,516.15
161	do.	19,516.15
162	do.	19,516.15
163	do.	19,516.15

No. of Engine	*From whom purchased*	*Original Cost*
164	do.	19,516.15
165	do.	19,516.15
166	R. Norris & Son	18,777.93
167	do.	18,777.93
168	do.	18,777.93
169	do.	18,777.93
170	do.	18,777.93
171	do.	18,777.93
172	R. Norris & Son	18,777.93
173	do.	18,777.93
174	do.	18,777.93
175	do.	18,777.93
176	do.	18,777.93
177	do.	18,777.93
178	do.	18,777.93
179	Taunton Locomotive Works	20,600.00
180	do.	20,600.00
181	do.	20,600.00
182	do.	20,600.00
183	do.	20,600.00
184	do.	20,600.00
185	do.	20,600.00
186	William Mason	20,600.00
187	do.	20,600.00
188	do.	20,600.00
189	do.	20,600.00
190	do.	20,600.00
191	do.	20,600.00
192	do.	20,600.00
193	do.	20,600.00
194	Manchester Manufacturing Co.	20,600.00
195	do.	20,000.00
196	do.	20,600.00
198	Hinckley & Williams	20,600.00
199	do.	20,600.00
200	do.	20,600.00
201	do.	20,600.00
202	do.	20,600.00
203	Portland Manufacturing Co.	20,600.00
204	do.	20,600.00
205	do.	20,600.00
206	do.	20,600.00

No. of Engine	*From whom purchased*	*Original Cost*
208	R. Norris & Son	18,540.00
209	do.	18,540.00
210	do.	18,540.00
211	L. C. & A. railroad	13,905.00
	Total	$2,932,943.60

The above list was furnished the Society by Mr. Freeman Smith, Portland, Maine.

Exhibition at Public Library, Boston, Mass.

The recent exhibition held in the Boston Public Library of old locomotive photographs, lithographs, early time tables, tickets, etc. from October 30th to November 4th aroused considerable interest on the subject of early transportation. Those who were able to visit the exhibition felt well paid for their effort as there was certainly plenty to interest those who specialize in this subject.

Mr. James M. Kimball of Ayer, Mass., delivered an interesting lecture, illustrated with slides, on the subject of Transportation on the evening of the 2nd. Mr. Kimball commenced with the earliest form of transportation and carried same right through to modern times and those who were fortunate enough to attend his lecture could not help but feel that "Uncle James" handled his subject in an exceedingly interesting manner.

Had there been more space, additional material could have been shown. Certainly there was no lack of material and at some future time another exhibition may be arranged. Credit is due to both Mr. J. W. Merrill and Warren Jacobs for their untiring efforts to make this exhibition a success and nearly all the material was furnished by these two gentlemen.

49 Warwick Street, Lowell, Massachusetts.

Editor:—

I am sending you with this a copy of an old letter that has recently come to my notice, which I thought might interest you as bearing on the objects and purposes of our society. Of course you well know who Robt. Stevenson was, the party to whom the letter is addressed, but you may not know so much about Patrick Tracy Jackson, who signed the letter as "Treas. Proprs. L. &C." The letters "L. & C." stand for Locks & Canals, which is a short way of speaking of the proprietors of the Locks and Canals on Merrimack River, the Corporation with which I have been employed for the past 40 years. They were among the early builders of locomotives here in New England, and I am not sure but that they were the pioneers in that line in this part of the country.

In the eighth line of the text you will notice the seventh word is spelled *tracts*, which is just as it is in the original, altho' I think tracks was really meant. I have underscored "tracts" in the copy to call attention to the apparent misspelling.

FRANCIS E. APPLETON.

Boston, Feby. 9, 1839.

Robt. Stevenson, Esq.,

Sir. In the year 1832 I imported from England two Locomotive Engines of your manufacture one of about 10, the other 8 ton weight. Being delayed much longer than I expected in opening the road I was then commencing (the Boston & Lowell road) I sold the small Engine to the Boston & Providence Rail Rd. Company; it is still running on their road and is, in my opinion, fully equal if not superior, to any one they have, and they have them from at least five different builders. The larger Engine I used in moving earth while grading our road on temporary *tracts*, which is hard duty, and since the road has been open in 1834, have used it for transporting merchandise, and it has never been in our shop for a general overhaul and repair until the last month. I should have supplied myself further and entirely from you, but we have a large machine shop at Lowell, and finding that but few more tools would be required for building than for repairs, we determined to build Engines for ourselves and for those in our neighborhood who would purchase of us. We have followed your pattern thinking it the best we have yet seen, either from England or built here. The Superintendent of our Machine Shop Mr. George Brownell will hand you this. He is on a visit to England for the purpose of purchasing some materials for us and of obtaining information on matters connected with our business. I have thought possibly that we might obtain some parts of the Engines finished entirely or in part, better and cheaper than we can procure them here. Any engagements he may make of this kind will be acknowledged and fulfilled by me. Should it accord with your rules to permit him to visit your works, or to aid him in his pursuit, you will confer an obligation on me, which I shall gladly reciprocate either to you or your friends whenever you will have the goodness to afford me the opportunity.

I am respectfully Your obt. st.,

(Signed) P. T. Jackson, Treas.
Proprs. L. & C.